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**\$1.50!**

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Salt Lake City.

**Lime, Lime, Lime****GREAT REDUCTION**

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**UTAH LIME AND CEMENT COMPANY!**Delivered, by the Car Load 25c per Bushel.  
At Kilns, 20c per Bushel.**BUILDING ROCK!**A No. 1 article, **CHEAP.**Kilns first north of Bath House. Depot at Old Market Row, Salt Lake City.  
Orders received at Kilns by Telephone, P.O. Box 973.**S. J. NATHAN,****MAMMOTH CLOTHING HALL**

IS STILL AHEAD IN

**GENTLEMEN'S SPRING SUITS****Spring Overcoats.****Youths' Boys' & Children's****SUITS.****STETSON HATS****BOYS' UNDERWEAR**

No. 131 Main Street.

**S. J. NATHAN**

Proprietor.

**TELEGRAPHIC****The Rising Rivers.**

St. Louis, 24.—The river is rising more slowly than before. The flooded district in the northern part of the city presents about the same appearance it has for some days past. In the lumber district large gangs of men are working on levees and dykes. A rise of another foot will inundate all the timber yards. At one o'clock, twenty miles above, among the islands on the Mississippi, the saved boards, in raft, are moored. While the flood, a reasonably secure place, considerable apprehension is felt lest the raft break and sweep down. In east St. Louis proper the situation is the same as yesterday. Bowman Dyke is still intact. It protects the business part of the city, but outside there is nothing but a watery waste. This afternoon the water which broke through Madison Dyke yesterday reached a point a short distance above Venice, and broke a fearful crevasse in the Chicago and Alton embankment. About six hundred feet of the track seemed to sink and disappear instantly. The gap has been widening ever since. Parallel with this embankment runs the Indianapolis, St. Louis and Wabash tracks, which could not withstand the current. They also went down in quick succession, cutting off all direct rail connection with the north. The water is now spreading over all bottom lands north of the old Ohio and Mississippi embankments which crosses the bottom between East St. Louis and Carville. It is probable no efforts will be made to repair the embankments till the water recedes. Meantime the Chicago & Alton, Burlington & Quincy, and Indianapolis & St. Louis roads will convey passengers to and from St. Louis and Alton by steamer. Trains from the north and east are made up at the latter place. The Wabash was using the Vandalia & Illinois Central lines to Decatur, whence they use their own road.

The break in the Chicago and Alton track has flooded nearly all the eastern part of Venice and forced many families to vacate their houses. A considerable part of the town west of the Chicago and Alton track which runs directly through the place is also submerged. The Venice and Enterprise elevators are closed. The stock yards on the back of the river are no longer available for use. The amount of faro land on the American bottom north of East St. Louis is said to be 15,000 acres. The loss to crops is computed at not less than \$300,000. At East Carondelet, seven miles below on the Illinois side, three-fourths of the families in town are quartered in three schoolhouses, and a few residences on the ridge of high ground. Most of these people are in destitute condition. From this point to the bluff and for four miles south the entire country is entirely submerged and presents a scene of desolation and ruin. Had the flood held back two weeks longer farmers could have saved most of their wheat and potatoes; now both are lost and farmers are entirely ruined. The little town of Cahokia, a short distance from Carondelet, is under water. The inhabitants move about in skiffs. Fully 10,000 acres of wheat alone is from two to six feet under water in this section and as much more of corn, potatoes and other crops is submerged, causing a loss of \$200,000. It is stated that the St. Louis, Cairo and Bt. roads have been damaged fully \$50,000. Crave Couer lake, twenty miles west of here, which came into prominence as a rowing course last season, has flooded its left bank, doing great damage. The immense ice-house of the Crave Couer Ice Company was undermined and fell; loss, \$40,000. Other property sustained considerable damage.

The chief apprehension to-night is that the Vandalia road which is north of the Ohio and Mississippi will be flooded. The Ohio & Mississippi are above the flood line of '44. No apprehension is felt. The river rose three inches here to-day, and marked thirty-seven feet seven inches to-night. Reports say nearly all the bottom land along the Missouri and Mississippi between here and Cairo, is inundated. The loss of crops is hundreds of thousands.

Chicago 25.—Journalist's Alton, Illinois: The magnitude of the disaster from the floods below this city is just beginning to be disclosed. The break of the dike below this city has caused destruction covering a wide area. Buy Carle bottoms are ruined for the year. A thousand families between Louisiana and Craton are homeless and fleeing before the floods. Stock to the number of six thousand head have already drowned in American bottoms. Telegraph communication is seriously interrupted.

NOTHING builds up shattered constitutions so quickly as Brown's Hop Bitters.

**Another Railroad.**

Montreal, 24.—L. M. Shute, representing a number of American capitalists, has closed contracts for the construction of the Ontario Pacific Railroad and made arrangements to float the bonds, amounting to \$12,000,000. Trains will be running over part of the road by October, 1883. The road will connect with the eastern terminus of the Canada Pacific.

HAYSVILLE, OHIO, Feb. 11, 1880

I am very glad to say I have tried Hop Bitters, and never took anything that did me as much good. I only took two bottles, and I would not take \$100 for the good they did me. I recommend them to my patients, and get the best results from their use.

C. B. MERRILL, M.D.

**Suicide.**

Cleveland, 24.—The body of Charles F. Goodwin, cashier of the Lake shore freight house here, was found to-day in a lake near the breakwater. He undoubtedly committed suicide. His accounts prove him a defaulter in \$7,000, although he had sufficient property to pay his debts. His suicide, therefore, is not fully explained. He left no letter or word of any kind. He was regarded as a model, upright man. He lost money speculating in grain.

"Dr. BENSON'S Celery and Chamomile Pills are worth their weight in gold in nervous and sick headaches."—Dr. H. H. Schlichter, of Baltimore.

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(Successors to W. W. Bartlett.)

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**SPRING BEDS**

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**MATTRESSES!**

We invite inspection of the different styles of SPRING BEDS and COTS which we manufacture.

MATTRESSES of all kinds in stock and made to order.

UPHOLSTERING of all kinds.

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CINCINNATI, O.

AND

SAN FRANCISCO, CALIF.

MANUFACTURERS OF

SUPERIOR

**PRINTING INKS.**

(\* This paper is printed with this ink.—Ed. HERALD.)

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Salt Lake City, Utah.

**CALIFORNIA BREWERY**

Lager Beer, Ale and Porter

Wholesale and Retail

Secor, South Street. Three doors east from Main Street.

**HAYNES & SONS****BOILER MAKERS.**

South Temple Street, 1 1/2 blocks east of Depot.

All Kinds of Sheet or Plate Iron Work Done.

FOR MADE,

BOILERS REPAIRED.

And Satisfaction Guaranteed.

We can make any kind of Boilers cheaper and warrant them, than they can be laid down from eastern manufacturers. Our Work as Prices speak for themselves.

Under the management of the

Reductions in Coal

RED CANYON,

By Car Load, per ton \$3.50

At Yard, " \$4.00

Delivered, " \$4.50

ROCK SPRINGS,

By Car Load, per ton, \$5.00

At Yard, " \$5.50

Delivered, " \$7.00

WEREN,

By Car Load, per ton, \$4.50

At Yard, " \$5.25

Delivered, " \$6.00

Wausch Buildings, Main Street.

ABRAM GOULD, Agent.

**HEADQUARTERS**

FOR

DIAMONDS

WATCHES.

JEWELRY

—AND—

SILVERWARE

JOSLIN & PARK,

150 East Temple Street

SALT LAKE CITY

All Orders by Mail Will Receive Prompt Attention.

**U. S. DEPOSITARY****DESERET NATIONAL BANK**

SALT LAKE CITY.

Paid in Capital \$200,000

Surplus \$150,000

H. S. Eldredge, President

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Receives Deposits Payable on Demand.

Boys and Sells Exchange on New York, San Francisco, Chicago, St. Louis, Omaha, London and Principal Continental Cities.

Makes Collections, Remitting Proceeds Promptly.

MCCORMICK & CO.

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Transact a General Banking Business.

Careful Attention Given to the Sale of Ore and Bullion. We solicit Consignments, Guaranteeing the Highest Market Prices.

Collections made with Prompt returns at low cost Rates.

Execute Orders for Purchase or Sale of Stocks and Bonds at New York and San Francisco.

We sell Exchange and Telegraphic Transfers on Leading cities of the United States; also Furnish Sight Drafts or Remit Funds to London, Dublin, Berlin, Copenhagen, Paris, Stockholm and all other Prominent Points in Europe, at Lowest Rates of Exchange.

Certificates of Deposit Issued Payable on Demand.

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SAN FRANCISCO—First National Gold Bank.

OMAHA—Omaha National Bank.

ST. LOUIS—States Saving Association.

**LONDON BANK OF UTAH**

(LIMITED.)

22 Great Winchester St., London

AND

SALT LAKE CITY, UTAH.

Authorized Capital, \$1,000,000.

Subscribed Capital, \$250,000.

Shareholders Liable for Amount Unpaid on Shares.

BUY AND SELL STERLING EXCHANGE

Buy and Sell Drafts on the Cities of the United States.

Advances made on consignments of ore and bullion received for sale.

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COLLECTIONS MADE AT LOW RATES

Accounts kept on the most favorable terms

PRINCIPAL CORRESPONDENTS

London—London Bank of Utah, Limited

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New York—American Exchange National

Chicago—First National Bank.

Omaha—Omaha National Bank.

San Francisco—Bank of California.

E. AUSTIN,

Manager.

**WHITE HOUSE HOTEL.**

THE PROPRIETORS TAKE PLEASURE

in announcing to the public that they have remodelled and refitted the Hotel.

The Dining Rooms are spacious and the best of Meals will be served night and day.

Single Meals, 50c.

Hot Lunches (as per card), 25c.

Rooms and Board, \$1.50 to \$2 per day, \$10 to \$12 per week.

Board, 87c per week.

The Bar has been removed to the north of the Hotel and four Billiard Tables added for the accommodation of guests, and is now open.

A. PODLECH & CO.

**VALLEY HOUSE**

Andrew C. Hixson, proprietor.

UNDER THE NEW MANAGEMENT

this central and popular hotel has been renovated and thoroughly repaired for the reception of guests.

Rates per day, \$1.50 to \$2; per week \$8 to \$10, according to rooms.

Board per week, \$7.

S. C. EWING,

Proprietor.

**CLIFT HOUSE**

MAIN ST., SALT LAKE CITY

Board and rooms from \$1.50 per day, and from \$8 per week.

S. C. EWING,

Proprietor.

**UTAH CENTRAL RAILWAY.**

PIONEER LINE OF UTAH.

The Old Reliable, Standard Gauge, Solid Road-B-d, First Class Equipments, running between

OGDEN, SALT LAKE, PROVO,

NEPHI, JUAB,

MILFORD.

ON AND AFTER

MAY 21st, 1883.

Express Trains leave Salt Lake daily at 7:40 a.m., making direct connection at Ogden with the Union Pacific Railway for Park City, Denver, Kansas City, Omaha, Council Bluffs, Chicago and all Eastern points and Utah and Northern Railway, for daylight trip through Cache Valley.

Express Trains leave Salt Lake daily at 3:55 p.m., making connection at Ogden with Central Pacific for all points on Pacific Coast, with Utah and Northern for Cache Valley and all points on Oregon Short Line.

Express leaves Salt Lake daily at 7 a.m., connecting at Lehi Junction with Salt Lake and Western for Tintic, at Nephi with Sanpete Valley Railway for Sanpete County.

Through Train for Southern Utah leaves Salt Lake daily at 2:30 p.m., connecting at Milford and Frisco with Stage Lines for all points in Southern Utah, Nevada and Arizona.

Express Trains arrive from Ogden at 11:20 a.m. and 7:40 p.m. daily.

Through Train from Frisco, Milford and Juab arrives at 9:25 a.m. daily.

Express Train from Juab, Nephi and Provo arrives at 6:30 p.m.

JAS. SHARP F. COPE,

Asst. Gen. Supt. Gen. F. & P. Agt.

JOHN SHARP,

General Supt.

**DENVER & RIO GRANDE RAILWAY.**

The New, Popular

TRANS-CONTINENTAL ROUTE

Now Open for Business between

OGDEN, SALT LAKE,

LEADVILLE, NEW MOUNTAIN,

GUNNISON AND SAN JUAN

MINING DISTRICTS,

PUEBLO, DENVER

And all points on the entire system in

UTAH, COLORADO & NEW MEXICO.

On and after

MONDAY, MAY 21, 1883.

The Atlantic Express Train composed of Pullman Palace Sleepers and elegant first class Coaches, will leave Ogden at 9:45 a.m. (on arrival of train from San Francisco) and Salt Lake at 11:27 a.m., making direct connection at Pueblo and Denver with through Express Trains for Kansas City, St. Louis, Chicago, Philadelphia, New York, Boston, and all Eastern, Northern and Southern points.

At the Pacific Express train from Denver, Pueblo and Eastern points will arrive in Salt Lake daily at 3:32 p.m., and Ogden 5:32 p.m., making direct connection with the Central Pacific trains for the Pacific Coast.

Local trains leave Springfield 7:02 a.m., Salt Lake 9:37 a.m., arriving in Ogden 11:27 a.m.; returning, leave Ogden 2:47 p.m., Salt Lake 4:32 p.m., arriving in Springfield 6:47 p.m.

Leave Salt Lake for all points on Michigan and Alta branches at 7:02 a.m., arrive at 6:45 p.m.

For Goodfield and Coal Mine, leave Salt Lake 11:27 a.m.; arrive 3:52 p.m.

Passengers will not be carried on Freight Trains.

D. C. DODGE, F. C. NIMS,

Gen'l Manager, Gen'l Pass. Agt.

HENRY WOOD, A. J. LAMBORN,

Gen'l Supt., Asst. General Passenger Agent.

Salt Lake City, Utah.

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Plans, Details and Specifications furnished for all classes of public and private buildings. Sketches and Estimates made on short notice, and sent free of cost to those contemplating building. Designs made for interior Decorations and furnished in Modern and Ancient Styles. Buildings arranged on the most approved sanitary plans. Office, Main Street, Third Floor, next door North T. R. Jones' Bank. Postoffice address